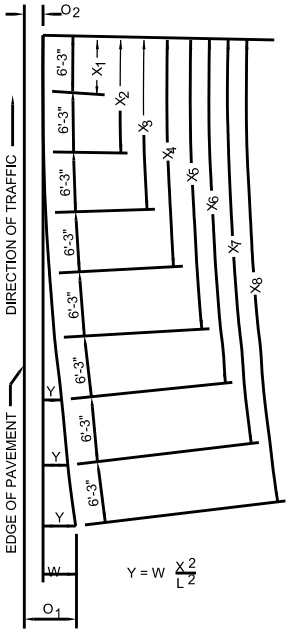
TABLE III
OFFSETS (Y) FOR INTRODUCED GUARD RAIL TRANSIT

LENGTH L	X	Y																			
		W=2'	W=3'	W=4'	W=5'	W=5'	W=6'	W=7'	W=8'	W=9'	W=10'	W=11'	W=12'	W=13'	W=14'	W=15'	W=16'	W=17'	W=18'	W=19'	W=20'
37 50'	1 X 6 25'	0 06	0 05	0 03	0 03	0 02	0 02	0 01	0 01	0 02	0 02	0 02	0 02	0 02	0 02	0 03	0 03	0 03	0 03	0 03	0 03
	2 X 12 50'	0 22	0 19	0 11	0 10	0 08	0 06	0 05	0 06	0 06	0 07	0 08	0 08	0 09	0 10	0 10	0 11	0 12	0 13	0 13	0 14
	3 X 18 75'	0 50	0 42	0 25	0 23	0 18	0 14	0 11	0 12	0 14	0 16	0 17	0 19	0 20	0 22	0 23	0 25	0 27	0 28	0 30	0 31
	4 X 25 00'	0 89	0 75	0 44	0 41	0 31	0 24	0 19	0 22	0 25	0 28	0 31	0 33	0 36	0 39	0 42	0 44	0 47	0 50	0 53	0 56
	5 X 31 25'	1 39	1 17	0 69	0 64	0 49	0 38	0 30	0 35	0 39	0 43	0 48	0 52	0 56	0 61	0 65	0 69	0 74	0 78	0 82	0 87
	6 X 37 50'	2 00	1 69	1 00	0 92	0 70	0 54	0 44	0 50	0 56	0 62	0 69	0 75	0 81	0 87	0 94	1 00	1 06	1 13	1 19	1 25
50 00'	7 X 43 75'		2 30	1 36	1 25	0 96	0 74	0 60	0 68	0 77	0 85	0 94	1 02	1 11	1 19	1 28	1 36	1 45	1 53	1 62	1 70
	8 X 50 00'		3 00	1 78	1 63	1 25	0 96	0 78	0 89	1 00	1 11	1 22	1 33	1 44	1 56	1 67	1 78	1 89	2 00	2 11	2 22
75 00'	9 X 56 25'			2 25	2 06	1 58	1 22	0 98	1 12	1 27	1 41	1 55	1 69	1 83	1 97	2 11	2 25	2 39	2 53	2 67	2 81
	10 X 62 50'			2 78	2 55	1 95	1 50	1 22	1 39	1 56	1 74	1 91	2 08	2 26	2 43	2 60	2 78	2 95	3 13	3 30	3 47
	11 X 68 75'			3 36	3 09	2 36	1 82	1 47	1 68	1 89	2 10	2 31	2 52	2 73	2 94	3 15	3 36	3 57	3 78	3 99	4 20
	12 X 75 00'			4 00	3 67	2 81	2 16	1 75	2 00	2 25	2 50	2 75	3 00	3 25	3 50	3 75	4 00	4 25	4 50	4 75	5 00
87 50'	13 X 81 25'				4 27	3 30	2 54	2 05	2 35	2 64	2 93	3 23	3 52	3 81	4 11	4 40	4 69	4 99	5 28	5 57	5 87
	14 X 87 50'				5 00	3 83	2 94	2 38	2 72	3 06	3 40	3 74	4 08	4 42	4 76	5 10	5 44	5 78	6 13	6 47	6 81
100 00'	15 X 93 75'					4 39	3 38	2 73	3 12	3 52	3 91	4 30	4 69	5 08	5 47	5 86	6 25	6 64	7 03	7 42	7 81
	16 X 100 00'					5 00	3 84	3 11	3 58	4 00	4 44	4 89	5 33	5 78	6 22	6 67	7 11	7 58	8 00	8 44	8 89
125 00'	17 X 106 25'						4 33	3 51	4 01	4 52	5 02	5 52	6 02	6 52	7 02	7 53	8 03	8 53	9 03	9 53	10 03
	18 X 112 50'						4 86	3 94	4 50	5 06	0 06	6 19	6 75	7 31	7 87	8 44	9 00	9 56	10 13	10 69	11 25
	19 X 118 75'						5 41	4 39	5 01	5 64	6 27	6 89	7 52	8 15	8 77	9 40	10 03	10 65	11 26	11 91	12 53
	20 X 125 00'						6 00	4 88	5 56	6 25	6 94	7 84	8 33	9 03	9 72	10 42	11 11	11 81	12 50	13 19	13 69
150 00'	21 X 131 25'							5 36	6 12	6 89	7 66	8 42	9 19	9 95	10 72	11 48	12 25	13 02	13 68	14 55	15 31
	22 X 137 50'							5 88	6 72	7 56	8 40	9 24	10 06	10 92	11 76	12 60	13 44	14 28	15 13	15 97	16 81
	23 X 143 75'							6 43	7 35	8 27	9 16	10 10	11 02	11 94	12 86	13 78	14 69	15 61	16 53	17 45	18 37
	24 X 150 00'							7 00	8 00	9 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00



W = TOTAL LATERAL TRANSITION OF GUARD RAIL = $O_1 - O_2$

O_1 = OFFSET FROM EDGE OF PAVEMENT TO FACE OF GUARD RAIL MAXIMUM

O_2 = OFFSET FROM EDGE OF PAVEMENT TO FACE OF GUARD RAIL MINIMUM

X_1 X_N = CUMULATIVE DISTANCE IN INCREMENTS OF 6'-3" FROM FIRST GUARD RAIL POST MESURED ALONG FACE OF GUARD RAIL

Y = LATERAL OFFSET FROM FACEOF GUARD RAIL AT POST NEAREST TO PAVEMENT EDGE TO FACE OF GUARD RAIL AT EACH SUCCESSIVE POST

L = TOTAL LENGTH OF TRANSITI0N PORTION OF GUARD RAIL

REFERENCE: FOR MORE INFORMATION ON GUARD RAILS SEE AASHTO "GUIDE FOR SELECTING, LOCATING AND DESIGNING TRAFFIC BARRIERS"

TYPICAL WITH BEAM GUARD RAIL INSTALLATION CRITERIA	DATE	FIGURE 2-30p